



PERISCOPE VIEW

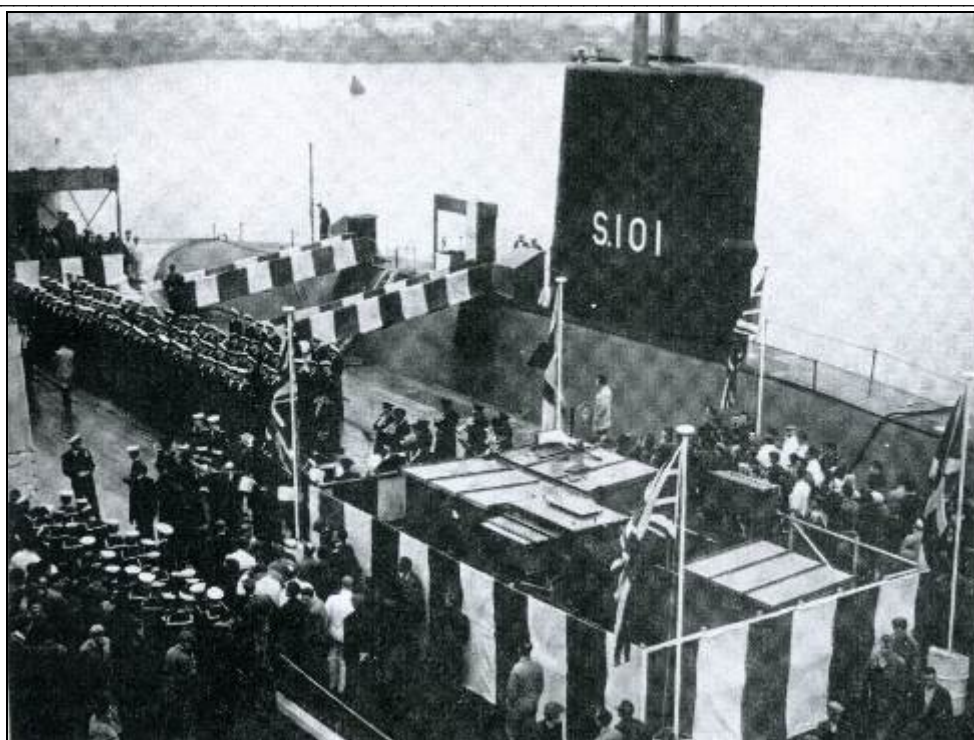
The Newsletter of the Barrow-in Furness Branch
of the
Submariners Association

Patron: Admiral of the Fleet the Lord Boyce KG GCB OBE DL

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BRANCH OFFICIALS

Hon President:

John V Hart
01229 821831
jvhart34@gmail.com

BARROW BRANCH COMMITTEE

Chairman:

Dave Barlow 01229 831196
dave@davebarlow.plus.com

Vice Chairman:

Ken Collins 01229 823454
kc46@btinternet.com

Secretary:

Ron Hiseman 01229 828664
ronhiseman@btinternet.com

Social Secretary:

Alex Webb 01229 839551
alexjan1516@hotmail.com

Lay Chaplain & Welfare:

Alan Jones 01229 462150
alricia.jones@goolemail.com

Treasurer & Membership

Secretary:

Mick Mailey 01229 821290
Michael.mailey@btinternet.com

Newsletter Editor:

Barrie Downer 01229 820963
barrie@downer55.freemove.co.uk

Website Manager:

Ron Hiseman 01229 828664
ronhiseman@btinternet.com

Committee Members

Mick Dack 01229 823202
Mark Butchart (serving member)
m.butchart@hotmail.co.uk

Welfare Team:

Jeff Thomas & Brenda Thomas
01229 464943
jeffbrendathomas@tiscali.co.uk
Alan & Pat Jones
01229 462150
alricia.jones@goolemail.com

Standard Bearers:

Ginge Cundall 01229 586315
Ginge.c@tiscali.co.uk
Gordon Walker 01229 472613
gordonwalker77@talktalk.net

Slops

Malcolm Hogg 07768 170325
malcolmhogg@fsmail.net

Cover Picture: HMS DREADNOUGHT COMMISSIONING AT BARROW ON 17th APRIL 1963

EDITORIAL

Hello Everybody

Well into the Autumn now and it's started getting colder already. Better get the winter woollies ready! Thank you to those who turned out to support our RAF colleagues on their Annual Battle of Britain Parade. The weather was fine and dry and the Parade was led by the Pipe Band. Dave Barlow carried the Branch Standard and I laid a wreath on behalf of the Branch. Then it was back to the Legion for a pint or two and the social afternoon. There are several contributions from Branch Members in this Issue. Kevin (Whisky) Walker sent in an article from a 1963 Readers Digest discussing the arrangements for the introduction of Polaris. Bob Pointer provided some photos from his recent visit to the Portsmouth Historic Dockyard to see the restored and Gallipoli veteran WWI Monitor HMS M33. Blood Reed (or was it Ian Walsh) has contributed 'tongue in cheek' item about European 'Security Alert' levels. Thank you to all and keep them coming!

The WWI Submarine/Submariner losses item continues but October 1915 was a good month and there were no

losses however following the August Issue in which I referred to Submarine B6 I received a very nice thank you E Mail from the Grandson of ERA George Kirman followed by a photo of George – which is reproduced on Page 5.

The Submarine K26 story continues in this Issue with Chapters about 'Stokers' and 'Signalmen' – I'm sure that our Chief Stokers will appreciate the Stoker references and Bob Faragher (Eyes and Ears of the Fleet) will like the description of Signalmen. Next month it will continue with 'Tiffies'.

If you still haven't booked your places for the Sea Cadet Trafalgar Ball it's not too late – you have until the 9th October to get your bids in! The Booking Form is attached at the end of this Issue.

That's about it for this month but don't forget the Branch Meeting on Tuesday 6th October and the Quiz night afterwards – make sure you bring along the Ladies!

Regards to all,
Barrie Downer

CHAIRMAN'S REPORT

Hi all

September was a relatively quiet month for most of us. Alex arranged a Race Night to raise funds and although there was a good overall turnout the number of branch members attending was disappointingly low. Just eight

in fact. Still the few managed to raise a large sum for the many to enjoy.

As you would no doubt be aware Graham Wynn passed away and his funeral was very well attended, so a big thanks to all who turned out. We paraded the standard,

provided the pall bearers and formed a large guard at the church. At the wake we toasted Graham with a traditional tot of rum.

Ted Budgen is still in hospital and at the moment I am unsure on how long his stay will be. He asked me to pass on his best regards to everyone which I now do. If anyone can spare an hour he is in Ward 5 at the FGH and am sure would welcome a visitor or two.

If you haven't already done so see Alex if you wish to attend the Annual Ladies Night which, this year, will be on Friday 6th November at Chequers Hotel in Dalton. It is always a good night and not one to be missed. In fact we have two couples coming from the West of Scotland branch in Helensburgh who have been before and know a good 'do' when they see one.

There are quite a few branch members who served in HMS VALIANT during her long life and next year there will be a reunion to commemorate 50 years since she was commissioned. The anniversary will take place in Plymouth Naval Base and HMS DRAKE on 13th August 2016. It is proposed that there will be a

ceremony on the jetty adjacent to the submarine VALIANT. On completion there will be a reception and buffet lunch at the Senior Rates mess. There will be an indoor and outdoor bar and in the evening there will be a small buffet supper. The event is open to everyone who served in HMS VALIANT throughout her career. The day is intended to be a family affair to be enjoyed by all. Please indicate your wish to attend and the number to reunions@wearehmsvaliant.com or write to VALIANT Reunion, Suite 403, Claymore House, 145 Kilmarnock Road, Glasgow G41 3JA, so that regular updates regarding hotels and arrangements can be sent to you. Please include when you served in VALIANT, plus what department and your contact details including a phone number.

As there will be a limit on numbers I suggest you get your bid in as soon as possible.

That's all for now see you Tuesday. Well, that's all for now, see you all on Tuesday. **Dave**

SECRETARY'S DIT

Hi All

Firstly some sad news that Graham Wynn crossed the bar earlier this month. Our thoughts are with his wife, Dorothy and the family. It was a good turnout from the members at Graham's funeral.

We now hold 500 Mollie pins and are busily selling them. 50% of the monies raised go to the Branch so if you can sell some please contact Ken Collins. It is for a good cause as the web site "We Remember Submariners" provides wreaths and Mollie pins to the families of Submariners who 'Cross the Bar'.

Alex has the list out for the Ladies Night Dinner Dance so if you want to attend please let Alex know as soon as possible. Alex works hard on the Branch's behalf so please support him and Jan and make it a great night.

Unfortunately I will not be at the October Meeting as Lyn and I have gone in search of some sun seeing as it didn't come to us this year, so Barrie is doing the honours and for that I pass him my thanks.

Regards
Ron

SOCIAL SECRETARY REPORT



Hi Shipmates,

End of August saw our corporate football day, beautiful sunshine, beautiful company, beautiful beer, wine and food and we won 1 – 0; what more could you ask for. Surprised more members didn't take me up on the offer of 25% discount on this day out, but I can say that those who did attend had a great day.

September saw the race night, sadly not a great deal of support from the members, but it was a good evening and I for one enjoyed myself – thanks goes to the other 7 members and their wives who joined me and Jan.

Diary Check:

October branch meeting is followed by a quiz, with pie and peas being available on a first come first served basis at the discounted price of £2. So bring along your guests and let's have a relaxing couple of hours with some interesting questions, the chance to win some money and of course a good laugh.

Fri 6th November is the LNDD. This year at the Chequers with a Hollywood theme and of course is a black tie event. The evening will begin with reception drink and musical accompaniment then to the specially decorated function room for a 3 course meal (including a half bottle of wine) and coffee and a small favour for the ladies. We shall enjoy the very brief toasts and raffle and two live acts will be there to keep us entertained late into the evening. On hand will be Glenn, our photographer, to help with those professional mementos of the evening. This is going to be a great night with a lot of celebrities and fun to be had by all, remember it is the only time in our social calendar where we can all get dressed up in

our finery (including medals for the boys) and enjoy a good old fashioned dinner dance. The social fund is subsidising this event so is great value at £37:50 per person. Also note that the Chequers have set aside 7 rooms for us at the reduced price of £88 with breakfast - normal price is £112; remember to quote the function when booking to take advantage of this offer. I still have a dozen places left and the menu is now available - full payment to me no later than 20th October.

I have now moved my attention to the final events of the year; the **Children's Christmas party on Friday 18th December** and the **Adults Christmas party on Saturday 19th December**. The children's party is limited to 50 and is the same price of £5 (for the present). I shall be opening tickets up to the legion and general public on completion of Octobers meeting - when they are gone they are gone!

The adult party will be lots of fun with a live act and disco, the food will be a mixture of bring a plate and I will knock up a pot of my famous chilli. Raffle and lots of fun will be had with the cost of a ticket being only £2:50 – it is ticket only entry so get your tickets which are available from me now.

The members draw was won in September by John Hart so we are back to £5 in the pot - all you have to do to win is be there and be a fully paid up member.

Don't forget the free birthday boy's beer at the monthly meetings.

Finally, due to the small number of our members who were on HMS VALIANT and the cost of transport to Plymouth it has made the 50th anniversary trip a non-runner from the point of The Association. I apologise but if you want to go then I suggest you get hold of Bungy personally to try to sort out tickets on a one to one basis, and the sooner the better.

Please support me and the branch at these functions!!!

Alex Webb

Social Secretary

OCTOBER BRANCH CALENDAR

Branch Meeting & Quiz Night	Tues 6th October
Trafalgar Ball	Fri 23 rd October
Committee Meeting	As Required

Any questions please do not hesitate to get in touch if you have any questions

Kind regards

Nigel Mellor

National Secretary

BRANCH BIRTHDAYS OCTOBER 2015

M.C. (Mick) Mailey	02/10/1942
W.R. (Bill) Russan	03/10/1947
Peter Blake	10/10/80
J.W. (John) Rogers	10/10/1949
Norman Hart	12/10/1936
Eddie Munro	14/10/71
D. (Dave) Young	14/10/1949
M Hancox	16/10/1967
C. (Colin) Jones	17/10/1964
C. (Colin) Taylor	17/10/1956
G Gardner	18/10/1971
I. (Ian) Aiston	18/10/195
Michael Hughes	19/10/80
E Herron	20/10/1942
L. (Lawrence) Carr	25/10/1937
R E. (Red) Skelton	30/10/1930

Happy Birthday to you all!

National Membership Secretary – A Reminder

Gents, just a gentle reminder that if you are attending this year's Embankment Parade, you will need to ensure you have your Membership cards with you, for access into the 'Meet and Greet' venue which, this year, is the Middle Temple and Not (R) Not HMS PRESIDENT. If you are bringing guests, they will need their names added to the guest list, this can be done by contacting Keith Bishop – the National Membership Secretary or myself and this can be arranged

SUBMARINE HERITAGE PAINTINGS COLLECTION

Prints of all the paintings from the Submarine Heritage Collection and included in the book 'Dive, Dive, Dive! Barrow Built Submarines – the Best' are now available for purchase on line. The site is:-
[etsy.com/uk/shop/submarineheritage](https://www.etsy.com/uk/shop/submarineheritage)

A MESSAGE FROM DAVE PARSONS – Re SPONSORED BIKE RIDE

Could you please let the guys who sponsored me know that I completed the Tour De Furness - a bit saddle sore but thanks to the generosity of my sponsors I raised 300 pounds for local charities.

Please give them my thanks

Yours Aye

Dave Parsons

PS – If you sponsored Dave but haven't paid up yet please do so as soon as possible. If you forgot how much pledged - Dave can remind you!

SUBMARINE LOSSES OF WWI

This is a series listing Submarine losses month by month during WWI, Crew Members lost and other Submariners who died. Once again I am happy to report that no Submarines were lost in October 1915 and no Submariners were reported to have been lost.

This Series will be continued in the November Issue of Periscope View

Feedback.

In the August Edition of Periscope View one of the Submariners listed was George Kirman of Submarine B6. The following message was received this month from his Grandson:

To the Editor

Dear Barrie Downer,

A family member called my attention to your August newsletter, where ERA 2 George Kirman is remembered on page 6. He was my grandfather. The family placed 'In Memoriam' notices in the Daily Telegraph and the Times of 15th August, the day before his 100th anniversary, and it was very pleasing to see him also remembered in a Naval publication.

At the time of his death his only child, my father, was nine years old and had already lost his mother while still a baby. So there were not many memories of George to pass on to his two grandsons, who would love to have known him, to his five great-grandchildren, and currently seven great-great-grandchildren. Our grateful thanks to the Association for the notice.

George Kirman

The Daily Telegraph Notice referred to above read:

KIRMAN

E.R.A. George Kirman RN, Submarine B6. Killed in action aged 32 16th August 1915 off Cape Lukka; his body lost at sea. A brave sailor...



This picture of ERA George Kirman was also supplied along with the information that George's wife Sabina had given the photo to George's sister on 6th October 1915. It is thought that the photo had been taken in 1907 or 1908 – shortly after George joined the Royal Navy.

DISCLAIMER

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Nothing printed may be construed as policy or an official announcement unless so stated. Otherwise the Association accepts no liability on any issue in this Newsletter.

NEWSLETTER CONTACT INFORMATION

Do you have a story to tell or have information you feel should appear in the Newsletter then ring Barrie Downer on 01229 820963 or if you wish to send me an article my postal address is listed above under Committee Members. You may also send your contribution by e-mail to me barrie@downer55.freemove.co.uk. Come on – every Submariner has a story to tell – some more than one! Let's see yours in print!

Constructive suggestions about the newsletter are also very welcome. The newsletter will be published in the last week of each month i.e. the last week in July for the August 2015 issue. Please ensure you have any information with me by the 15th of each month to ensure its inclusion in the next issue. Thank you to everyone who contributed to this edition – keep them stories coming!

YOUR HELP NEEDED

Apologies for repeating myself but, as I said last month, finding stories for Periscope View every month is sometimes not all that easy although something suitable comes to hand – usually at the last minute. I have a similar problems when putting together the quarterly issues of In Depth.

I had a letter a short while ago from Association Member and WWII Submariner Ted Hancox, encouraged by his oppo Bernard Quinlan, who finally decided to put his memoirs on paper – and had them published as 'From Matelot to Miner' – I have his permission to use his memoirs in In Depth.

That got me thinking that many of our Branch Members will have stories to tell of their time in Submarines. Although you might think most of your time in boats was of limited interest you will all have witnessed events and taken part in trials, exercises and been involved in various emergencies over the years.

You might think that your experiences were all fairly hum-drum but sometimes even the most mundane day to day business and issues will be of considerable importance to future historians.

So, the question is, have you got time to write down your memories of your time in Submarines? A few years ago the Gatwick Branch published three books called 'Submarine Memories', 'More Submarine Memories' & 'Even More submarine Memories'. Those book proved that the stories are there. We, as a Branch, might be able to do a similar thing. So come on, put your thinking caps on, dig out all those old photographs,

Commissioning Brochures, Crew Lists and papers, try and remember the names and ranks/rates of all your old oppos and get it all down on paper and send it to me. I will use as many stories and photos as possible in the Newsletters and see if we can find enough material for a book.

Over to you!

Barrie Downer

BEVERLEY'S PARTY

A message from Tony Griffiths

The Party is at the RBL on Saturday 14th November starting at 2000 onwards. Members, Wives, Girlfriends & Partners are welcome to come along.

Food will be Pie and Peas (or Cheese and Onion Pie for veggies) and the latest date for numbers is beginning of November so accurate order can be placed

All are welcome.

Tony Griffiths

THE SUBMARINE HERITAGE PAINTINGS COLLECTION

We are still looking for a location where the whole collection can be permanently displayed and available to public viewing. Any suggestions on how this can be achieved will be given full consideration. As I reported last month the Dock Museum has proposed dates for a short term Exhibition in the Dock Museum next year – currently these dates are from 10th September 2016 or from 9th November 2016 and a temporary exhibition at these times have been provisionally booked. The first date would tie in with the anniversary of the loss of Submarine AE1 on 14th September and the second date would tie in to Remembrance Day. Three Volunteers (Mick Mailey, Peter Hearn and Dickie Cambridge) have offered to help out to make arrangements with the Dock Museum to organise an Exhibition. Any further progress will be reported in due course

DUNDEE MEMORIAL SERVICE 2015

The Annual Service at the Dundee International Submarine Memorial took place on Saturday 12th September and was attended by representatives of all the countries involved. This year we were also graced by the presence of some of the WW2 veterans who were part of the flotilla - these included our own Bill Anderton, the last surviving wartime crew member of HMS SATYR.

Also braving the weather were several crew from HMS VIGILANT and a party from SMQ. It was good to see serving members there on the day.

A date for your diary - next year's Memorial Service will be held on the 10th of September 2016

More details of the day can be found on the Facebook page for the memorial

[https://www.facebook.com/Dundee-International-Submarine-Memorial-](https://www.facebook.com/Dundee-International-Submarine-Memorial-178502908906382/timeline/?ref=page_internal)

[178502908906382/timeline/?ref=page_internal](https://www.facebook.com/Dundee-International-Submarine-Memorial-178502908906382/timeline/?ref=page_internal)

Alistair Ferguson

Secretary Scottish Branch,

Submariners Association

Mobile 07462 883 443

email Alistair@AlexandersFinance.com

By Editor

Owing to late advice and a misunderstanding Barrow Branch Members were not advised of the date of this year's service. However make sure you put the date for next year into your diaries.

ALERTS TO SECURITY THREATS IN EUROPE

The English are feeling the pinch in relation to recent events in Syria and have therefore raised their security level from "Miffed" to "Peeved." Soon, though, security levels may be raised yet again to "Irritated" or even "A Bit Cross." The English have not been "A Bit Cross" since the blitz in 1940 when tea supplies nearly ran out. Terrorists have been re-categorized from "Tiresome" to "A Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from "Pissed Off" to "Let's get the Bastards." They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from "Run" to "Hide." The only two higher levels in France are "Collaborate" and "Surrender." The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralyzing the country's military capability.

Italy has increased the alert level from "Shout Loudly and Excitedly" to "Elaborate Military Posturing." Two more levels remain: "Ineffective Combat Operations" and "Change Sides."

The Germans have increased their alert state from "Disdainful Arrogance" to "Dress in Uniform and Sing Marching Songs." They also have two higher levels: "Invade a Neighbour" and "Lose."

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels.

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia, meanwhile, has raised its security level from "No worries" to "She'll be alright, Mate." Two more escalation levels remain: "Crikey! I think we'll need to cancel the barbie this weekend!" and "The barbie is cancelled." So far no situation has ever warranted use of the last final escalation level.

A final thought - "Greece is collapsing, the Iranians are getting aggressive, and Rome is in disarray. Welcome back to 430 BC".

A VISIT TO PORTSMOUTH HISTORIC DOCKYARD

Branch Member Bob Pointer recently visited the Portsmouth Historic Dockyard and took the opportunity to visit HMS M33 – the last surviving Royal Navy warship which took part in the Gallipoli Campaign – recently restored and now on public display. He also took the opportunity to take some pictures of the restored ship which are included in this article. The black and white photo shows M33 as she was in the 1930s.

M33 (a Monitor – not a Submarine) was built as part of the rapid ship construction campaign following the outbreak of the First World War. Ordered in March 1915, she was launched in May of that year and commissioned a month later in June; a very impressive ship building feat, especially considering that numerous other ships of her type were being built in the same period.

The ship (Yard No. 489) was built by Workman Clark, Belfast for Harland and Wolff and was launched: 22nd May 1915. After ‘completion’ on 26th June 1915 the ship was ‘Commissioned’ on 24th June 1915



M33 as HMS MINERVA off Southsea in the 1930s

M33 was 177 feet 3 inches (length overall) with a beam of 31 feet and drew only 5 feet 11 inches and had a displacement of 580 tons. Triple-expansion steam engines powered twin screws giving a maximum speed of 9.6 knots and the ship had a range of 1,440 nautical miles at 8 knots.

Operating the ship and her armament of two BL 6-inch (152.4 mm) Mk XII guns, one QF 6 pounder Hotchkiss and two Maxim guns required a crew of seventy two Officers and Ratings

Deliberately built with a shallow draught M33 was designed to operate in very shallow waters on coastal bombardment duties under the Command of Lieutenant Commander Preston-Thomas

She was sent to the Mediterranean to support the Allied landings at Suvla Bay in the Gallipoli Campaign and was stationed there until the evacuations in December 1915/January 1916. For the remainder of the war she served in the Mediterranean.

In 1919 M33, along with the monitors M23, M25, M27, M31 and HMS HUMBER) were sent to Murmansk to serve in support of the North Russian Expeditionary Force during the Russian Intervention. In June 1919 the ship was based at Arkangel and her shallow draught

enabled her to travel up the Dvina River to cover the withdrawal of British and White Russian forces although, at one point, the river level was so low that the six inch guns had to be temporarily removed to reduce her draught. Two other Monitors (M25 and M27) were not as fortunate and both were scuttled in September 1919 after running aground. M33's guns were transported down the Dvina in barges and re-installed in the ship. M33 return safely to Chatham in October 1919.

Post World War One M33 became a mine-laying training ship and was renamed HMS MINERVA on 3 February 1925. After mine laying service the ship was used in a number of different roles including as a fuelling hulk and boom defence workshop. In 1939 she became Hulk No. C23. In 1946 she was moved to the Royal Clarence Victualling Yard at Gosport and became floating offices. Put up for sale in 1984, she eventually passed to the ownership of Hampshire County Council. Later listed as part of the National Historic Fleet as the last surviving ship which took part in the Gallipoli Campaign she was moved to the Portsmouth Historic Dockyard and was refitted for public display. Sited close to HMS VICTORY M33 was opened to the public for the first time as part of the National Museum of the Royal Navy on 7th August 2015.



M33 shown on display in Portsmouth Historic Dockyard

China's Nuclear Submarine Distraction

By Robert Potter October 01, 2015

Appearing to be powerful can sometimes distract from building the capability that generates power.

The People Liberation Army Navy (PLAN) is presently undertaking a substantial modernization effort. This process has been the center of significant analysis for the better part of twenty years. Although it is quite clear that the development of a modern navy is a core component

of Chinese government policy, this initiative is presently stuck between competing efforts. On the one hand, the People's Republic is attempting to develop a naval capability that is modern and maximizes China's present advantages. On the other, sits a desire to have a navy of a great power.

In many ways these efforts channel into the same programs. For example, China's successful efforts to produce long production runs of surface combatants is widely recognized. But not every decision that the PLAN faces is absent a trade-off between the development of capability and accumulation of prestige. This is not the first time that a Chinese government has faced this sort of decision. During the self-strengthening movement of the late nineteenth century, the Qing Dynasty developed one of the largest fleets in the world. It was the fleet of a great power, consisting of large battleships and cruisers. The Qing government developed this fleet with the expectation that the prestige it conferred was representative of capability. The United States itself used its fleet of battleships to announce its presence on the world stage in the early twentieth century. However, the Beiyang Fleet, when tested, was soundly defeated by a better managed but less powerful Japanese fleet. Essentially, Qing Dynasty China had produced a very sharp tip of the spear while neglecting to actually develop the shaft.

This struggle between prestige and capability is not a uniquely Chinese problem. When Gustavus Adolphus (of Sweden) had the warship VASA built it was designed to be a symbol of Swedish power. The ship capsized less than a mile into its maiden voyage – it was too top heavy. One only really needs to look at the popular discussions that surround aircraft carriers today and the battleships of the past to see that appearing as powerful can sometimes distract from building the capability that generates power.

The trade-offs between these variables can be seen in the PLAN's efforts to develop undersea capability. This process began in 1993 when Beijing purchased four Russian Kilo Class submarines. These submarines gave the PLAN access to a level of technological capability that it could apply to future native designs. However, China made the decision to transition from depending on Russia for its ships to the development of locally produced designs.

To build an effective modern undersea capability, China will have to produce a large-scale production run of a native design or continue to purchase from Russia. The first option requires the PLAN to reverse a long history of building not particularly capable nuclear submarines. In 1971, China produced the Type 91 Submarine, a platform notorious for its noise and poor radiation shielding. In 1981, the PRC produced the Type 92. There is an open question as to how many were made, with rumours that a second was lost to an accident. In either case, the platform never entered into large-scale production.

Since that time China has struggled to produce a capable nuclear-powered attack submarine. The PLAN suffers

from a very limited capability to engage in effective anti-submarine warfare. This compounds the need for Beijing to develop a strong platform in that space. The PLAN presently fields significantly more diesel submarines but converting this capability into a modern force of nuclear-powered attack submarines still appears to be a distant dream. Efforts to develop nuclear-powered attack submarines have not resulted in a platform that Beijing has been prepared to produce in the sort of numbers one would expect of a successful design. For example, the Type 93 nuclear powered attack submarine will probably be limited to a run of five and is considered to be louder than 1970s-era Soviet nuclear submarines. The replacement for the Type 93, the Type 95 is estimated to be louder than a Russian Akula built 25 years ago. This makes the Type 95 an unlikely candidate for mass production as well.

Concurrent with these frustrating realities is the PLAN's efforts to produce a domestic nuclear ballistic missile carrying submarine force. Hans M. Kristensen finds it puzzling that Beijing would seek to field such a force, even though it is presently attempting to do so. Kristensen points to the fact that Chinese submarines would be vulnerable to the United States Navy and that Beijing has already invested significant resources hiding its nuclear deterrent on land. In spite of this, China is investing significantly in producing ballistic missile submarines. Kristensen is right that this decision is not rational, that China has no history of running long-range nuclear deterrent patrols, and that the submarines are not all that capable.

Yet the same is true of the PLAN's aircraft carriers. The explanation is also the same- prestige. The Soviet Union and the United States operated ballistic missile submarines and their deployment is the mark of a great power. A strict effort to focus on capability would produce different priorities but the PLAN exists not just to be a navy but to be the navy of a great power. This desire might have a negative impact on PLAN and its modernization program, but naval procurement policy is not always rational.

What this means is that while China is attempting to develop the navy of a great power, other states are gaining on it. Vietnam has purchased Kilo Class submarines from Russia. Japan is also midway through the production of its Soryu-class of attack submarine. Most importantly, the United States has been stepping up production of its Virginia-class nuclear-powered attack submarines. The PLAN has produced substantial numbers of less capable diesel submarines, but it remains a long way short of closing the undersea gap with the United States.

Analysts predict regularly that China is seeking to develop its undersea capability and that it has the potential to produce a modern navy. Both of these statements might be true, but it could equally be argued that China's ambition to develop the navy of a great power is getting in the way of its efforts to build a modern navy.

Robert Potter is a PhD Candidate at the University of Queensland. Previously he was a Visiting Scholar at Columbia University and took part in a research program in North Korea and China in 2013. This piece previously was published at Indrastra.

THE DEFENCE OF THE FREE WORLD

(from the Readers Digest 1963)

An episode in the history of modern defence begins with the meeting at Nassau towards the end of 1962 between President Kennedy and Mr. Macmillan, when Mr. Macmillan accepted President Kennedy's suggestion that the nuclear deterrent of the future should be the Polaris missile rather than the Skybolt, on which all previous defence plans had been based. The main difference between the two is that the Skybolt was to have been launched from bomber aircraft, while the Polaris was designed to be launched from a submarine. The great advantage of the Polaris was said to be that a submarine could escape detection by enemy forces more easily than an aircraft and was, therefore, less vulnerable to attack by either surface ships or bomber planes. Moreover, the development schedule for Skybolt had proved more costly than expected and the United States administration was not prepared to risk further expenditure on it, especially in view of the fact that there was still no assurance that it would be successful in operation.

The arrangement, endorsed by the House of Commons, was that Great Britain would build nuclear-powered submarines to a specification similar to American submarines designed as Polaris missile carriers. The British Government lost no time in commissioning submarines which were to be all British in construction. Four were ordered by the end of February from British shipbuilding yards. Speed in the initial stages was essential, as the first of the submarines was required to be in service by the summer of 1968 and the whole fleet at the beginning of 1970. The Civil Lord of the Admiralty, speaking in the House of Commons, stressed that the submarines would be British designed and that although Polaris equipment would be purchased from America, including the rockets but excluding the warheads, three-quarters of the cost of the submarines would be spent in Britain. With that the House of Commons had to be content, although the estimated expenditure on defence in 1963-64, more than 7 per cent above the estimates for 1962-63, caused some misgivings.

Great Britain was already in the forefront of the American scheme of nuclear defence. An American Polaris submarine depot ship was stationed in Scotland's Holy Loch and American bombers were using British airfields. Early in the New Year the Submarine Depot Ship U.S.S. PROTEUS was replaced by the better-equipped U.S.S. HUNLEY in the Holy Loch, while on 24 April it was announced that the British Polaris submarines would operate from a base in the Gareloch which it was hoped to complete by 1968 at a cost of about £25 million.



The above map shows the projected arcs of coverage of the Polaris Missile system. The Firing Points shown in the North Sea, Mediterranean Sea, Indian and Pacific

Oceans are in no sense precise but Polaris armed submarines could operate from these or similar positions Meanwhile the American Secretary for Defence had finally destroyed any hope that manned bomber forces might play any future role in nuclear defence. He said abandoning the Skybolt project would save 3,000 million dollars, a sum which could be ploughed back into the nation's strategic resources. He announced also that the R.S.70, the proposed 2,000 miles per hour bomber aircraft, would never come into production, though the three prototypes on order, costing 10 million dollars in development, would be built. The B52 nuclear bomber would be phased out of service gradually and, thereafter, nuclear strategy would be based entirely on missiles such as the Polaris. Mr. McNamara also restated clearly the American view of the relationship between the members of N.A.T.O. He said: "The United States does not wish to dominate the Free World but as long as it carries more than its share of the defence costs it must carry a large share of responsibility for leadership and direction." That is the nub of the underlying nature of the Western Alliance and probably a greater cause of friction between the members of the Alliance than any other single factor

Time to Bring Back the 'Tiffies' & 'Mechs'?

A few years ago the Royal Navy announced with some fanfare that Artificer and Mechanician branches and the associated Apprenticeships and training programmes were to be done away with as no longer necessary. Operator/Maintainers with 'on the job' learning and training were the way ahead. These Operator & Maintainers would be supported by 'civilian experts' with the relevant specialist knowledge from the Supply Chain to ensure Equipment 'availability' at sea.

Many former Tiffies, Mechanicians and Engineering Officers thought that this was a retrograde step based mainly on 'cost savings' considerations and that the loss of engineering expertise and deep specialist equipment knowledge in the Fleet would result in significant problems in the Availability, Reliability and Maintenance (and hence Performance) of systems, equipments and Operations at sea.

An article in this month's (October) Navy News is quite illuminating and of significant concern and seems to support the views of early critics of the Operator/Maintainer project. The article is specifically concerned with knowledge of, and maintenance of, the PHALANX Gunnery System but also refers to Sonar Systems provided by Thales. 'Trail blazing' Senior Ratings are being embedded with the relevant equipment suppliers 'to get to know every inch of the Weapons Systems' so that the 'RN won't have to call in Civilian Experts to deal with complex issues.' No doubt 'deep expertise' is also now needed 'across the piece' as current jargon has it.

'Until now, training has been highly focussed on meeting the needs of individual ships and equipment at sea across a huge range of complex engineering systems,' explained Captain Paul Marshall, head of the RN's Support Improvement Programme. 'It hasn't previously considered the need to focus in on individual systems to this depth. The deep technical specialist trial will assess how effective these people can be, not just in their core role at sea, but in support jobs ashore between sea assignments. We have become increasingly reliant on specialist engineers employed by manufacturers and support contractors at the expense of resilience.

'So, we need to put maintainers back at the centre of maintenance. This approach is an excellent example of how we can do that with industry rather than compete for the same skills'.

To me this seems to be a case of a 'blinding glimpse of the bleeding obvious' and possibly 'We did tell you!' Civilian experts were never going to be immediately available at sea in either a surface ship or a submarine. When things go wrong at sea it is always at the most inappropriate time – it's far too late to ask for the 'civilian expert' for help as you find out things don't work when the enemy aircraft or missile is heading towards you at supersonic speed, your submarine has just been counter-detected and you want to fire a Spearfish torpedo or Full Ahead is required when you want to exit the area at high speed.

I don't suppose for an instant that we will see a complete restoration of the Artificer Apprentice and Mechanician Schemes of the past but the introduction some suitably similar Scheme needs to be considered – and quickly at that. Waiting for the results of a 'Study' to see if 'These People' (as Captain Marshall refers to them) and the new Scheme works will not make things better in the short term!

CROSSED THE BAR SEPTEMBER 2015

Branch	Date	Name	Rank/Rating	O/N	Age	Submarine Service
Submarine Officers Association	11th Sep 2015	Brian Charles Gilbert Hutchings	Captain	N/A	89	Submarine Service from 6th Oct 1945 in TALENT (TO), ACHERON (3rd Hand), STURDY (IL), SOLENT (CO), SCORCHER (CO) & TURPIN (CO)
Barrow in Furness Branch	13th Sep 2015	Graham Wynn	Charge Chief Marine Engineering Artificer	D054236J	73	Submarine Service from 1960 to 1985 in DREADNOUGHT (61-65), RESOLUTION (66-68), COURAGEOUS (71-72), SUPERB (74-76), COURAGEOUS (78-82) & DREADNOUGHT (82-83)
Australia Branch	Sep 2015	John A Meek	LME	C/KX 158542	91	Submarine Service from Mar 1943 to Nov 1946 in SEA ROVER
Essex Branch	Sep 2015	Ronald C Stubbs	Able Seaman	N/A	92	Submarine Service from 1943 to 1946 in TUNA, TOKEN & TABARD
Australia Branch	21 st Sep 15	Fred Lawrence	Lieutenant	TBA	70	HMAS OVENS, ASTUTE, SEALION & ODIN
Unknown	19 th Sep 2015	Tony Fisher	Chief Petty Officer	TBA		Not reported
Submarine Officers Association	24 th Sep 2015	Richard (Harry) Harrison	Commander (E) (WESM)	TBA		Submarine Service TBA
Non member	27 th Sep 2015	Alan Scott	TBA	TBA	67	RESOLUTION
Non member	27 th Sep 2015	Paul Eva	LMEM	TBA		TRENCHANT
Non member	30 th Sep 2015	David Ianson	TBA	TBA		COURAGEOUS

First World War Submariners Lieutenant Commanders Thomas F Besant and Henry H G D Stoker **Honoured by the RAN**

Two illustrious submariners (both of whom are commemorated on our Australian Submarine Memorial in Ramsden Square) have been remembered in the names of new Australian submarine rescue ships.

Lieutenant Commander Thomas Besant RN, the CO of HMAS AE1 when she was lost off the port of Rabaul, then New Britain, on 14th September 1914 with her entire crew.

No trace of AE1 has ever been found, and the Royal Australian Navy has never given up trying to locate her.

The second ship is named after Lieutenant Commander Henry Stoker DSO RN, the CO of HMAS AE2.

His Submarine was involved in the search for the ships of German Von Spee's China Squadron, in autumn 1914 and was later the first Allied submarine to pass through the Dardanelles into the Sea of Marmara, being scuttled after suffering battle damage - her crew became prisoners of war

K26 – THE STEAM SUBMARINE (Part Four)

By Jack Phillip (Nick) Nichols O/N J98553

Chapter 5: STOKERS

Ah yes! Stokers! I believe they have another name for them now but in K.26 they were given the letter 'K' and a number. When very junior they would even be called Stokers Second Class. Younger Seamen would be called Ordinary Seamen whilst trained Seamen would be Able Seamen. This distinction between being 'Second Class' and 'Ordinary' was often debated at Mess Deck level the only decision being reached by a wise old Leading Stoker who declared that, as Ordinary Seamen did nothing and Stokers Second Class knew nothing, they were to all intents and purposes equal, and were actually paid the same. We didn't have any Stokers Second Class, or as they were nicknamed 2nd Class Buffs, not did we have any Ordinary Seamen, this probably meant that the opinion of the sage Leading Stoker, was shared by the Admiralty. We did however have several Leading Stokers, which was an intermediate rating before Stoker Petty Officer. They were down aft in the dope-den with the Stokers First Class, a little elevated, but not much. In the dope-den, one of the inhabitants was a Stoker Tonks, three medals from the First War, active, good worker, pleasantly spoken, two good conduct badges. Tonks was passed for Leading Stoker in all but one particular, he could fire a boiler, run a watch, make out a mess bill, do arithmetic including the most vulgar of fractions, write an account of a happening in good English, march a party of men about, he could draw a diagram of the main line, pump or blow ballast tanks, use simple tools, change a gauge glass, tell you how much coal would fill a bunker of this size or that, run a motor boat, act as Tiffy's Mate. But: He could not swim! The Admiralty had decided rightly or wrongly that a man should only be rated Leading Stoker and receive another 18 pence a day if he could in addition swim 50 yards and float for two minutes. Tonks used to gaze at the happy goings-on on the ducks-arse, the sliding merry boys in the Jantzen swim suits zipping down the old green weed and into the sea. It was not for him, nor was the extra money. When anybody put it up to him that the place to learn was here and now Tonksy said, "I always sink." I spoke to Bertram, Bertram said yes, we talked to Tonks, a man of about thirty, married, stuck on a Stoker's pay for what seemed the rest of his service

In the warm water of the Med. Bertram and I put a length of white line round Tonks' chest and said we would teach him to swim. We slid him over the duck's arse holding on to the line.

We talked to him, everybody else talked to him, I don't think he heard much, he was anxious to remain with his mouth, ears and eyes well above surface. One golden evening we pushed him gently astern still on the rope, he struck out and was back with his hands on the duck's arse. We pushed him back, I dived in and turned him round while Bertram loosed the rope, Tonksy was swimming, feet, only feet, with the rope no longer taut. He repeated his performance, he trod water, he improved his distance. He was groomed for stardom. Bertram approached one of the Sub. Lieutenants, Mr. Gregory, could he find the time to witness a swimming test? He could, he did! Upon Tonks' papers behind the printed question "Can swim?" appeared the magic word "Yes". In a couple of days Tonksy appeared on the casing, best blue suit, three gold badges, with the golden anchor sitting on top. I fancy being raised to the peerage is quite a thing, but ask of Leading Stoker Tonks, "Can swim yes?" what it feels like to have the one obstacle to being a Leading Stoker removed and in time a Stoker Petty Officer and even a Chief Stoker. He called us afterwards, "my special mates - the two sand scratchers".

Chapter 6: SIGNALMEN

K.26 carried a Yeoman of Signals, a highly qualified Signals Petty Officer, and the fact that he remained a full two years in the boat, was the proof that he was a top man at the job. He had a Leading Signalmen and later a Signalmen who also did duty as an Asdic Operator a very secret device unknown to the Germans, but believed used in a crude form by the Japanese. The Signal Mast was only a tubular brass affair up between the periscopes, no room for those massive signal flag hoists so beloved of the battleships and big cruisers. But the bridge seemed always busy - Aldis or Hand Flags "answering pendant at the dip", dipping the ensign, reading bobbing electric morse lamps. The Q.M.s knew the boats pendants in morse and could call out, "Bunts she's bobbing", at any time of the day or night. Their semaphore was pretty to watch and a "Signalmen to Signalmen" private service carried all the gossip and rumours from ship to ship. Officers might find themselves told that their promotion was almost through and find a day later that the Signalmen was right, he

got it direct, before it went through the various channels. Yeoman Whalley was a dapper little man who could hoist a flag with a pencil and a signal pad held between his teeth, turn round see that the boat was passing the Flag Ship, pull out the pencil and pad blow the 'Still' on a whistle that hung on a chain round his neck, pick up a pair of hand flags and be into an important signal before he had sounded the 'Carry on'. He was a great admirer of efficient signalling. He would say, "The Royal Sovereign's got some good buntings aboard". A bunting is of course a Signaller. Yeoman Whalley had a dud Signaller wished on him once, but he did not worry, he let the chap blunder through without trouble. This young bunting was simple, some joker told him that if he passed the diesel whilst it was running he should always take his hat off, because it was highly possible that the suction of the diesel would take his hat and engulf it. We used to watch this young man go through Motor Room, he never let us down. As he clumped down the short ladder which matched the levels he took off his cap and rammed it up his submarine sweater.

Whalley was an authority on signals. The captain could say "Well, Whalley, what reply do we make to this?" Whalley was a tactician, a master of strategy. He could envisage what would be the answer to his answer, and the one after that. He could start a signal with the words "much regret", in order to get an answer back congratulating his Captain on something or other. The P.O. Telegraphist was once asked what status he thought Whalley had in the boat he thought before answering, "Probably junior to God, but certainly outranking Jesus."

P.O. Telegraphist Sabin was right of course, he saw the Wireless Log as well as the signal Log. A Signaller could face away from an inspecting team of Senior Officers and send by semaphore by his hands alone - long messages to a Signaller on a nearby boat. Messages saying, "The Admiralty is very keen on questions about Fessenden" or something. Minutes before that Inspecting Officer arrived the Signallers had looked up the main points in the book and were word perfect.

To Be Continued in November with:

Chapter 7: TIFFIES!

DUNDEE SUBMARINE MEMORIAL SERVICE

(borrowed -with a few changes - from the Navy News)

Royal Navy Submariners travelled from the Clyde Naval Base to Dundee to honour the sailors and commandos who were lost on wartime operations. Dundee hosted the 2nd Submarine Flotilla from 1939 to 1940, and from 1940 the 9th Submarine Flotilla made their home in the city. Made up of an international force of British, Free French, Dutch, Norwegian and Polish crews, the 9th Flotilla were joined in the summer of 1944 by Russian submarines as they united in their mission to curb the Nazi menace.



Lieutenant Commander Jonathan Lewis, Executive Officer of HMS VIGILANT (Starboard) in charge of serving Submariners from the Clyde during the Service

The memorial service was held at Dundee's City Quay, home to a striking memorial to the 296 British and Allied sailors and commandos lost on operations. Joining the Clyde submariners were veterans and diplomatic representatives from the six nations that made up Dundee's wartime flotillas.

Capt. Paul Dunn, Captain of the Faslane Flotilla, said: "Submariners the world over share a special bond that is forged by common experience and by the dangers and hardships of serving beneath the waves. "The submariners from HM Naval Base Clyde, today's home of the Submarine Service, view it as a huge honour to be included in Dundee's memorial service to those sailors and commandos who never returned. Those still on patrol will never be forgotten."

Dundee-based submarines were patrolling the North Sea before the outbreak of World War 2 and a new shore base was commissioned as HMS Ambrose in April 1940. Submarines operating from the Tay were involved in some of the most daring patrols of the war at sea - enemy warships and supply convoys were attacked, minefields laid and agents, saboteurs, commandos and supplies dropped deep inside enemy-held Norwegian fjords.

Wreck of H.M. Submarine G7 discovered?

In early September a group of divers met up in Eyemouth, a fishing village north of Berwick on Tweed, for a week diving off the dive boat Jacob George. Our plan was to explore some of the areas deeper wrecks. The first day warm up was a recently discovered wreck that we had dived in the past few weeks then on Tuesday we decided try a new mark in the Farnes Deep that hydrographic office survey suggested might be a submarine or possibly a large pipe and a lot of fishing net!

Given the distances involved it was a 9:30 start to catch the afternoon slack. Fortunately the weather was good giving a reasonably comfortable ride. Passing the Farne Islands we were entertained by a large group of seals and a few minke whales chasing a shoal of fish. On site the target soon showed up on the echo sounder standing a few meters off the seabed at 90m, the wonders of GPS. Iain the skipper dropped the shotline and seven divers climbed into what seemed like a ton of gear before staggering to the gate and dropping over the side relieved to be suddenly weightless. As we descended it got steadily darker though the water was clear enough for torches to penetrate a good distance. At the bottom of the shot as our eyes adjusted to the gloom the white outline of a conning tower encrusted in marine life came into view - definitely not a pipe then.

Closer examination showed the tower was the water tight casting with all the surrounding free flood fairings ripped away by time and trawl nets. Exposed bronze on the edges of the tower still gleamed, small oval windows and protruding navigation lights are set around the tower.

There are what appear to be periscope trunks fore and aft of the tower and the hatch is wide open. Swimming aft from the tower I passed a tangle of fishing nets and bits of bridge equipment before crossing exposed ribs where the outer casing has rotted away revealing the pressure hull below. Hydraulic actuators connected to ballast tank vents have been exposed and look as good as new. Abruptly the boat comes to an end with a ragged break in the hull, the stump of a torpedo tube complete with part of a torpedo sticks out of the wreckage, what may be a voice pipe hanging above it. At seabed level on the port side the front half of the hydroplane guard is still attached to the hull, the plane and remainder of the guard are missing along with everything aft of this point. The echo sounder had shown a small object some 50m beyond the wreck but at 90m swimming off into the gloom to look didn't seem like a good idea.

Moving forward again past the conning tower I came across what appeared to be a low deck house. Looking inside revealed a small gun folded away on a disappearing mount. All the divers had the same thought - 'that should make identification easy'.

Continuing forward the bow is vertical any signs of tube doors hidden by marine growth. The fore planes are fixed and well below the water line and protected by heavy guards. The planes are trimmed level. At this point with decompression time rapidly increasing it was time to go so I headed back towards the conning tower and a reassuring line of flashing strobes on the shot line. Decompression was, as ever, hours of hanging around counting plankton and dodging jelly fish with brief distraction of a sun fish (moa moa) passing by.

Once back on board discussion turned to the submarines identity. Not the Orzel a Polish boat lost in 1940, too small and the wrong shape. Not a German mine layer lost in the general area, no mines. General conclusion was First World War - probably British. Trawling the internet and personal records suggest she is HM Submarine G7. The size and layout match, particularly the heavy guards around the fixed planes, single stern tube and the disappearing deck gun. Details have been passed to the submarine museum in Gosport and hopefully they will be able to confirm the identification.

(By Editor - My thanks to Simon Kay for this Report)

In 1918 HMS G7 (Lt Charles A C Russell RN) operated out of Blyth patrolling the North Sea. Contact was lost on the 23rd October and she was declared lost on 1st November, the last British submarine lost in WW1

SUBMARINE G7 CREW LIST AT TIME OF LOSS

RUSSELL, Charles A C, Lieutenant (in Command)

PRINSEP, Caradoc S M, Lieutenant

ALLERTON, Frank H, Lieutenant, RNR

CROCKER, Albert, Petty Officer

BROADWAY, Albert W, Petty Officer

JOHNSON, William, Petty Officer

THORPE, Frank E, Petty Officer

BIGGS, William, Able Seaman

MASTERTON, William E, Able Seaman

HORTON, Edwin, Able Seaman

RICH, Herbert S, Able Seaman

THOMAS, David J, Able Seaman

WATTS, Joseph O, Able Seaman

HAWTHORN, John K, Ordinary Seaman

JENKINS, Bertram J, Leading Signaller

STEWART, David, Petty Officer Telegraphist

LEWIS, Douglas T, Boy Telegraphist

BOYS, Walter H, Engine Room Artificer 4

CLEMENTS, Charles S, Engine Room Artificer 3

CROMARTY, George N S, Engine Room Artificer

DOLBY, Samuel, Engine Room Artificer 2

ALDRIDGE, Henry W, Stoker Petty Officer

FROST, James W, Leading Stoker

DUFFY, John, Stoker 1

FRASER, Frederick W, Stoker 1

GLASSETT, Harold, Stoker 1

MARTIN, Albert H, Stoker 1

MIDDLETON, Arthur J, Stoker 1

POTTER, Thomas J, Stoker 1

WALSH, Patrick, Stoker 1

CANE, Harry, Stoker 1



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And
THE SUBMARINERS
ASSOCIATION**



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Friday 23rd October 2015 (7.00 pm for 7.30 pm)
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Booking enquiries – Tel 473554 or 838533, or Unit 821945 (Tues/Fri 7pm to 10pm)
or email barrowscc@talktalk.net or judith.swarbrick@btinternet.com

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Please let us know your choices of food by placing the number in the boxes below (Menu over). Please write on the form if you require a Vegetarian main course:

Starter	Soup		Prawn cocktail		Black pudding	
Main course	Beef		Chicken		Salmon	
Dessert	Apple Pie		Peach Melba		Ice-cream	

Tickets will be posted out to the address above after 9th October. Raffle prizes would be gratefully received prior to or on the night, many thanks for your support.

Please return booking form by Friday 9th October with cash or cheque to
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